

Code 015

4 APR 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on CO, VT-2, accident. Ser 5-68A, concerning T-28B,
BUNO 137733, of 21 Feb 1968, pilot (b) (6)

From: Chief of Naval Air Training
To: Commander, Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the
Aircraft Accident Board as modified by the subsequent endorsements.

(b) (6)

Copy to:
CNABATRA
COMNAVAIRSYSCOM (AIR 404)
CMC (Code AAP)
NAVAIRSYSCOM, NAVPLANTREPO, Columbus
CO, TRARON TWO

Chief of Staff
(Acting)

Code 015
28 MAR 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6
SERIES

SECOND ENDORSEMENT on TRARON TWO, accident, serial 5-68A,
concerning T-28B, BuNo 137733, of 21 February 1968, pilot (b) (6)

From: Chief of Naval Air Basic Training
To: Commander, Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the conclusions and recommenda-
tions of the Aircraft Accident Board with the following comment:

(b) (5)

Copy to:
NAVAVNSAFGEN (2 direct)
CMC
NAVAIRSYSCOMHQ
NAVPLANTREPO COLUMBUS
TRARON TWO


D.E. GUINN

ORIGINAL

18 MAR 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on TRARON TWO AAR 5-68A, concerning T-28B, 137733, occurring 21 February 1968

From: Commanding Officer, Training Squadron TWO
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Training Squadron TWO AAR 5-68A; forwarding of

1. Forwarded, concurring with the conclusions and recommendations made by the board.

(b) (5)




A. B. DAVIS

ORIGINAL

PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO TRIRON TWO	2. SERIAL NO. 5-681	3. DTG (LOCAL) OF MISHAP 211155Z FEB	4. MODEL AIRCRAFT T-28B	5. BUREAU NUMBER 137733
6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP 3 MILES ENE JAY FLA	10. DAMAGE 11PH1		
7. VIA: CH. BTR. CH. BTR.	11. TIME OF DAY DAY	12. TIME IN FLIGHT 2.8	13. FLIGHT CODE 1DL	
14. CLEARED FROM: NALLS WHITING		TO: NALLS WHITING FIELD		
15. TYPE CLEARANCE DD 175		16. AIRSPEED 130/140	17. A/C WEIGHT 7800	
18. BRIEF DESCRIPTION OF MISHAP STUDENT CONFUSED AS TO STATE OF EMERGENCY. ELECTED WHEELS UP LANDING IN PLOWED FIELD				
19. ELEVATION AT TIME OF MISHAP 300				
20. LIST MODEL, BUND, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) NA				

(b) (5)

1. NAME (Last, first & middle initial) (b) (6)	2. GRADE 1/Lt	3. DESIG (b) (6)	4. BRANCH USMC	5. AGE 25	6. SEX M	7. DUTY STUDENT PILOT	8. POSITION P.C.	9. CODE GOLF
10. PILOT (Identify & submit separate page 1)								
11. ITEM ALL MODELS			12. 110.0			17. CV LANDINGS DAY/NIGHT ALL 0 / 0 IN MODEL 0 / 0		
12. ITEM ALL MODELS IN LAST 12 MONTHS			12. 110.0			18. TOLP LANDINGS LAST 6 MONTHS DAY/NIGHT ALL 0 / 0 IN MODEL 0 / 0		
13. ITEM ALL MODELS IN LAST 12 MONTHS			13. 40			19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED ALL Sim 26.2 / Act 0 IN MODEL Sim 26.2 / Act 0		
14. ITEM ALL SERIES THIS MODEL			14. 83.5			20. NIGHT HOURS LAST 3 MONTHS ALL 2.5 / IN MODEL 2.5 /		
15. ITEM ALL SERIES THIS MODEL LAST 12 MONTHS			15. 83.5			21. TOTAL HOURS IN JETS (if jet mishap) HOLDS (if helo mishap) N.		
16. ITEM ALL SERIES THIS MODEL LAST 12 MONTHS			16. 40			22. DATE 14 FEB 1968		
17. ITEM ALL SERIES THIS MODEL LAST 12 MONTHS			17. 0 / 0			23. DURATION 1.5		
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK N.			24. TYPE INSTRUMENT CARD NONE					
25. NAME (Last, first & middle initial) N.								

OP-06

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, effective 1/1/64

OPNAV REPORT 3750-1

PART II MAINTENANCE MATERIAL AND FACILITIES DATA																								
1. DATE OF MANUFACTURE		2. FLIGHT HRS SINCE ACCEPTANCE		3. NO OF PAR/OVERHAUL		4. MONTHS SINCE LAST PAR/OVERHAUL		5. FLT HRS SINCE LAST PAR/OVERHAUL		6. LAST PAR/OVERHAUL ACTIVITY		7. TYPE OF LAST CHECK PERFORMED		8. FLIGHT HOURS SINCE LAST CHECK		9. DAYS SINCE LAST CHECK								
5 MAY 1954		7390.0		4		15		1089.7		PNS		CAL ODD		19.1		19								
1. ENGINE MODEL		2. ENGINE SERIAL NUMBER		3. FLIGHT HRS SINCE ACCEPTANCE		4. NUMBER OF OVERHAULS		5. WAS DIR REQUESTED?		6. FLT HRS SINCE LAST OVERHAUL		7. LAST OVERHAUL ACTIVITY		8. TYPE OF LAST CHECK PERFORMED		9. FLIGHT HOURS SINCE LAST CHECK		10. DAYS SINCE LAST CHECK						
1820-86A		520823		3583.6		6		NO		157.21		PNS		CAL ODD		19.1		19.1						
1. COMPONENT INVOLVED NOMENCLATURE		2. MANUFACTURER'S PART NUMBER		3. TOTAL HRS ON PART		4. NO OF OVERHAULS		5. HOURS SINCE LAST OVERHAUL		6. OVERHAUL ACTIVITY		7. WAS DIR REQUESTED?		8. SER. NO. FOR AMPFUR										
(1) GENERATOR		ZCM70D6A		1955		2		1276		PNS		NO		NO										
(2)																								
(3)																								
(4)																								
PARTS REPAIRED										PARTS REPLACED														
1. PART NUMBER					2. NOMENCLATURE					3. DIRECT MANHOURS INVOLVED					4. PART NUMBER					5. NOMENCLATURE				
JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)																								
AT TIME OF FLAMEOUT		1. ALTITUDE		2. IAS		3. RPM		4. EGT		5. MANEUVER AT TIME OF FLAMEOUT		6. FUEL FLOW		7. ALTITUDE										
R. G. FORCES		9. RELIGHT		10. ALTITUDE		11. IAS		12. MAP EGT		13. FUEL CONTROL		14. NO. RELIGHT ATTEMPTS												
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED								<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL														
INTENTIONAL SECURE		15. ENGINE SYMPTOMS								16. CAUSE OF SYMPTOMS														
RECIPROCATING ENGINE FAILURE																								
17. ALTITUDE		18. IAS		19. ALTITUDE		20. RPM		21. MAP		22. TORQUE/BMEP		23. FUEL FLOW PRESSURE		24. OIL PRESSURE										
INTENTIONAL SECURE		25. ENGINE SYMPTOMS								26. CAUSE OF SYMPTOMS														
IDENTIFY OTHER REPORTS CONCERNING THIS MISAP																								
1. AMPFUR SERIAL NUMBER																								
2. DIR MESSAGE REQUEST DATE-TIME GROUP																								
3. OTHER																								
4. PRELIMINARY/SUPPLEMENTARY MESSAGE REPORT TRARON TWO Z12255Z FEB																								

Info NAC on RER report. See para. 95 OPNAVINST 3750.6Z

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in ~~use~~ ~~not used~~

OPNAV REPORT 3750-1

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER			
10. CATAPULT/ARRESTING GEAR RULLY RING OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
12. ENGAGED		13. DECK RUNOUT TRAVEL (FEET)		14. RAM TRAVEL (INCHES)		15. CONTROL VALVE SETTINGS CONSTANT PRESSURE DOME (P.S.I.)		16. CONSTANT RUNOUT (WT. LBS.)	
17. DECK PENDANT									
18. DECK PENDANT									
19. BARRIER/BARRICADE									
15. COMMENTS (for cable failures specify no. landings and months in service)									
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)									
1. DATE DEPLOYED COMUS				3. DAY HOURS/LANDINGS SINCE DEPLOYMENT				4. DAY HOURS/LANDINGS LAST 30 DAYS	
2. NO. DAYS OPERATING PERIOD				5. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT				6. NIGHT HOURS/LANDINGS LAST 30 DAYS	
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED				6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT				7. NIGHT HOURS/LANDINGS LAST 30 DAYS	
WEATHER AT SCENE OF MISHAP									
1. CEILING 2500		2. VISIBILITY 7 MI		3. RELATIVE WIND DIRECTION AND VELOCITY 290-05		4. TEMPERATURE 66		5. DEW POINT 46	
								6. ALTITUDE SETTING 29.77	
7. OTHER WEATHER CONDITIONS (winds shift, rising/falling, sea state, density altitude, etc. as appropriate)									
CEILING SCATTERED TO BROKEN									

PART III ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
			2. COPY DISTRIBUTION 200 NAVJAGSAFECON DIRECT (AAP) 100 BUWEP'S DIRECT (AAP) 100 CMC 100 CNABTR. 100 CNATRA 100 NAVAIRSYSCOMHO 100 NAVPLANT RPO COLUMBUS 100 TRACON TWO FTL

COST DAMAGE TO:		3. GOVERNMENT PROPERTY		4. PRIVATE PROPERTY		5. DATE SUBMITTED TO CG 13 MAR 1968	
1. SENIOR MEMBER		2. MEMBER		3. MEMBER		4. MEMBER	
(b) (6)		Aviation Safety		C.P.T.		UNIT BILLET	
(b) (6)		(b) (6)		ASSIST LINE OFFICER		UNIT BILLET	
(b) (6)		(b) (6)		LT		UNIT BILLET	
(b) (6)		(b) (6)		FORM FLIGHT INST.		UNIT BILLET	

* When preparing Incident and Ground Accident reports, items indicated by an (b) (6) must be filled in. Other items considered appropriate should also be filled in.

5. LCDR (b) (6)
STATS AND LOGS OFFICER

Part V The Accident

T-28B BuNo 137733, side number 2G-302 departed NAAS Whiting Field at 0915S 21 February 1968, on an authorized Day Navigation Flight. 1/LT (b) (6) was the student and occupied the front cockpit. Another student member of the flight was LT (b) (6) USNR in aircraft 2G-327. LT (b) (6) USN was the instructor chase pilot flying aircraft 2G-338 with LCDR (b) (6) as a passenger.

The flight was briefed by LT (b) (6). The intended route of flight was from NAAS Whiting to NAS Jacksonville via Montgomery and Anniston Alabama, Griffin and Atlanta, Ga.

Pre-Flight and start turn up, takeoff and rendezvous were normal except that (b) (5) (b) (6)

A communication check was performed, and except for a momentary loss of contact with the other student, was normal.

The flight was uneventful until it reached the vicinity of Anniston, Ala. At this point the instructor chase pilot elected to return to NAAS Whiting as the enroute weather was not satisfactory for the continuance of the flight to Jacksonville. Shortly after this 1/LT (b) (6) signaled that he was having radio difficulties. The lead was given to the other student at this time and it was observed that 2G-302 had no running lights. The instructor pilot and the student in the other aircraft made continued efforts to contact LT (b) (6) in 2G-302 and inform him that he had an apparent electrical failure. He acknowledged with the signal for radio failure.

The flight returned to the break at North Whiting. The instructor advised the tower that 2G-302 had no radio and requested that in the event of improper internal, other aircraft be waved off and 2G-302 be allowed to land. 2G-327 was waved off, and 2G-302 continued his approach flaps up, gear down and somewhat fast. After lining up on final, 2G-302 waved off and departed the pattern. It was later learned that the pilot waved off as a result of an unsafe gear indication. LT (b) (6) in 2G-327 joined another flight and landed.

LT (b) (6) joined on 20-302, and attempted once again to advise him of his difficulties and get him on deck. (b) (5)

He chose instead to land wheels up in a large recently plowed field. The student then flew the aircraft into the field in a northerly direction (enclosure 8) and at a high rate of speed. The aircraft came to rest after bouncing three times and almost cart wheeling on the third bounce, stopped on a heading of approximately 180°. The student exited the aircraft and went to a nearby farm house.

Part VI DAMAGE TO AIRCRAFT

The aircraft recieved ALFA damage as a result of the intentional wheels up landing. The engine was torn from the aircraft just forward of the fire wall. The propellor was badly damaged. The right wing outer panel was crumpled almost in a complete circle as a result of a near cartwheel. The left wing outer panel was badly damaged. The port aileron was torn from the wing. The tail assembly was almost severed from the fuselage. (enclosures 6 and 7)

Part VII THE INVESTIGATION AND ANALYSIS

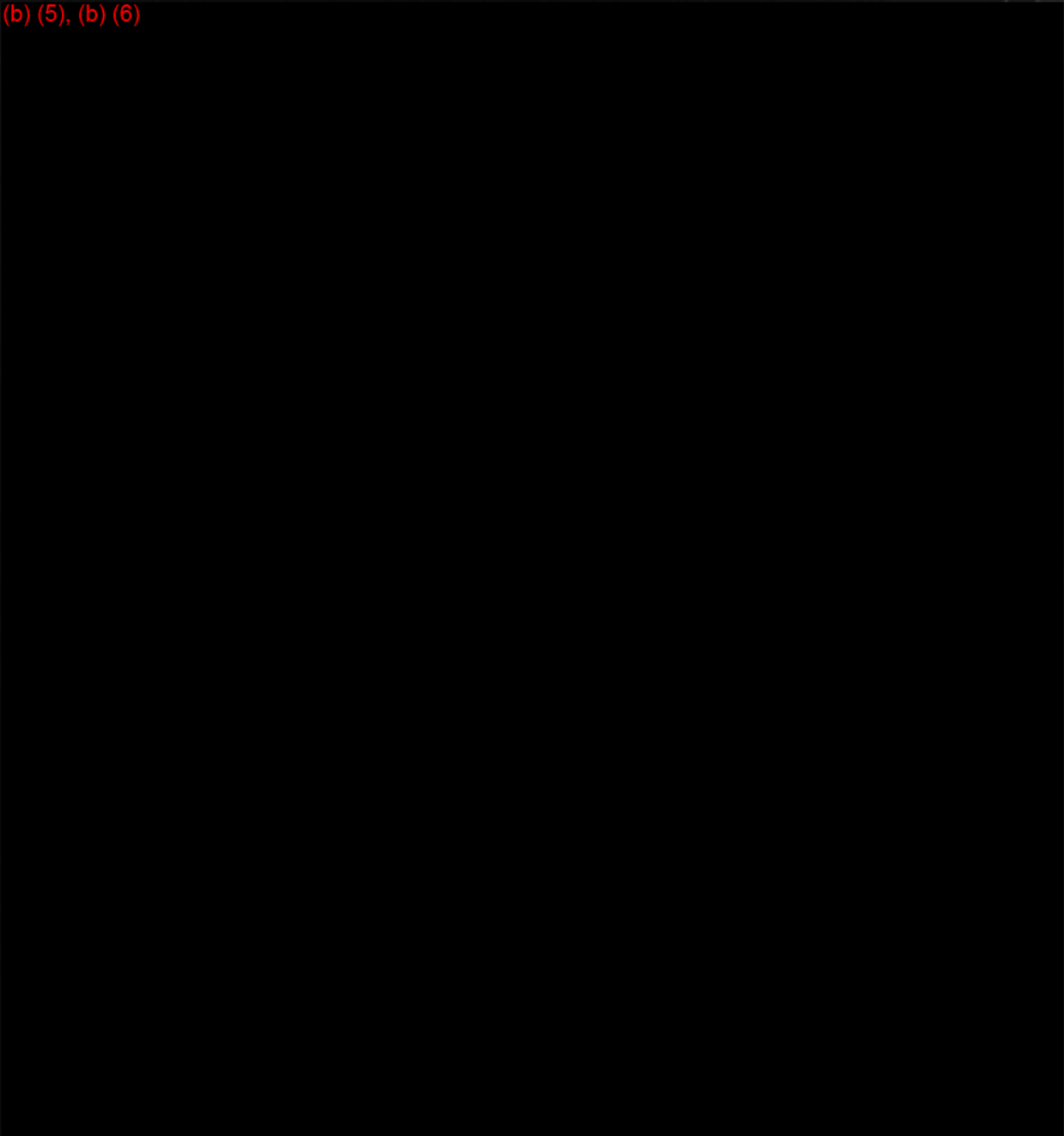
(b) (5)

(b) (5)



SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

(b) (5), (b) (6)



SPECIAL HANDLING REQUIRED LAW OF NAVINST 5750.6 SERIES

(b) (5)



SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

IX RECOMMENDATIONS

(b) (5)



SPECIAL HANDLING REQUIRED LAW OPNAVINST 3750.6 SERIES